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Massachusetts Highway Department
Central Artery/Tunnel

InterOffice Memorandum

To: SBITF Members

Date: July 30, 1993

From: Virginia Ferriday/Nancy Stack
VaF

File No: UD-4.4.6, WFA-4.4.4c
AD-2.2

Subject: Meeting Schedule

Copies To:

At the last meeting on June 2, 1993, we had indicated that we hoped to re-convene in late July, pending the completion of the Mass. Turnpike Authority's analysis of the ramp design alternatives that we have proposed. As this has not yet been made available, we have not yet set a date for this meeting. We hope to schedule one late in August.

The materials enclosed for your information include "minutes" from the last three meetings, and copies of the current alternatives, with additional intersection level of service results that were requested at the June meeting.

We will notify you when a new meeting date has been set.

Attachments

RESUME OF THE APRIL 21, 1993 MEETING OF THE SOUTH BAY INTERCHANGE JOINT DEVELOPMENT TASK FORCE

The meeting was held at 4:00 PM for approximately ninety minutes in Conference Room Two at One South Station. In attendance were Davis Woo of the Chinatown Neighborhood Council; Ting Fun-Yah, Patrice Todisco and Dick Garver of the Boston Redevelopment Authority; Carol Blair of the Boston Transportation Department; Vineet Gupta of the Boston Parks Department; Basil Tommy of the Massachusetts Turnpike Authority; Ann Donner of MOVE Massachusetts 2000; and Virginia Ferriday, Roger Erickson, Neil Levitt, Rich Monahan, Dan Gordon, Bill Taylor, Bill Tuttle, John Amodeo and Paul Lee of the CA/T Project Team.

A. INTRODUCTION: Roger Erickson opened the meeting by indicating that the primary focus of discussion would be open space and recreation opportunities in the Chinatown community.

B. RECREATIONAL/OPEN SPACE INVENTORY: John Amodeo reviewed an inventory of open and recreational spaces in Chinatown with reference to community maps which also indicated housing, commercial, institutional and historical resources. For this purpose, open and recreational spaces were categorized as follows:

* **Passive spaces** including courtyards and sitting areas such as those associated with Tai Tung Village Mass Pike Towers. Many such areas have a sense of local ownership; but also noted was a tendency for others to be attractive to the street population.

* **Active spaces** including volleyball and basketball courts such as Pagoda Park, Quincy School and the YMCA. Pagoda Park was particularly noted for its street visibility, easy accessibility relative quiet, and effective activity clustering -- as opposed to the rooftop facility at Quincy school which does not possess such features.

* **Field facilities** for baseball and soccer -- e.g. Peter's Park, Boston Common and Roche Playground -- none of which are located within the neighborhood itself. Each has positive features in its particular location; but each requires an approximately ten minute walk from Chinatown.

With respect to the opportunity for new facilities associated with the CA/T Project, John indicated that some of the new development parcels along the surface artery could incorporate both active and passive facilities -- and many would have the positive features associated with Pagoda Park. Opportunities for field facilities within the neighborhood would continue to be limited, however, with the interchange infield offering one of the few possibilities for field activities.

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C. INTERCHANGE & OTHER INFIELD RECREATIONAL OPTIONS: John Amodeo then displayed an illustration of the interchange infield converted for use as a Little League-sized ball field with an overlaid soccer field. As shown, access would be both from Kneeland Street and via a pedestrian bridge and stair ramp from the South Station connector -- the latter being a somewhat more difficult means of access/egress. It was noted, however, that the infield location would be approximately the same distance from the Chinatown residential community as is the existing Peter's Park.

John also indicated that the Chinatown Gate parcel could accommodate a court facility of some sort -- although the appropriateness of such activity on this critical site would have to be evaluated.

D. RELATED DISCUSSION: In the discussion which ensued, the following were among significant comments observations:

* Some question was raised as to the motorist-safety impacts of a ball field site so close to moving traffic; and it was acknowledged that perimeter fencing would have to be considered to prevent potential interference with such traffic on surrounding roadways.

* It was noted that Peter's Park is somewhat less attractive to youngsters from Chinatown since older local neighborhood children seem to have a sense of ownership of that facility.

* It was pointed out that there will be additional open space planned in connection with the CA/T Project for the upper Fort Point Channel area which will be relatively accessible to Chinatown via Harrison Avenue.

* It was suggested that the excellent maps used in the presentation might be enhanced to indicate some of the social variables that need to be taken into account in an evaluation of the effective siting of community recreational resources.

E. POTENTIAL PHASING: Virginia Ferriday then outlined a possible phasing of recreational space development in accordance with related plans for residential and commercial development. It was suggested, for example, that such facilities could be planned for one location for a five to ten year period; and then relocated later as surrounding development warrants. Among possibilities in this regard:

* Phase One to include the open space on the Hudson Street Parcel and commercial development on the Boston Thermal/Wang Parcel.

* Phase Two to include additional housing development in various sites as described in previous meetings.

* Phase Three to include the development of related community facilities in the area of Hudson and Kneeland Streets.

* Phase Four to include the commercial development of the Tunnel-Box parcel and related development of the interchange infield parcel -- perhaps an enclosed recreational facility or alternatively as a site for a relocated Boston Thermal facility.

F. RELATED DISCUSSION: Comments on the phasing proposals included:

* The suggestion from Ting Fun-Yeh that early development of recreational facilities was especially important to the Chinatown community and that given its visibility, the Chinatown Gate Parcel might be considered for this purpose early on. Ting also acknowledged some of the liabilities of the interchange infield site for recreational purposes, but stressed the importance of such resources given their relative absence elsewhere in the community.

* The observations of Davis Woo to the effect that:

** Housing should not be so delayed in the phasing cycle.

** An enclosed recreational facility on the interchange infield would require active supervision for its operation which might limit access by children. This situation might be divisive within the community.

* Outdoor space uses on the infield would be less problematic and could also provide recreational opportunities for adjacent residential developments.

* The proposal by Dick Garver that a model of the infield area be created which could demonstrate various possible uses in the context of a more precise definition of associated issues -- and which could be related to the social issues map of the larger area as earlier suggested.

* A follow-up comment by Patrice Todisco on the need for more integrated planning for the neighborhood -- avoiding a tendency to segmented planning of smaller parcels without sufficient reference to the community as a whole.

* An inquiry as to the status of modelling of the Tai Tung Village Extension Parcel -- which Virginia Ferriday expected would be completed within a few weeks.

* A comment by Bill Taylor that there should be more emphasis on tree planting as an important factor in a livable neighborhood -- in response to which it was noted that such trees would have to be relatively low-maintenance to be successful in Chinatown.

* With respect to maintenance issues, it was suggested that the proposed formation of a "Friends of Gateway Park" by Amy Guen might afford a suitable mechanism for the management of that parcel and provide a model for others in Chinatown.

G. THE GATEWAY CONCEPT: The meeting concluded with a brief review of three illustrations which graphically depicted the "gateway concept" reflected in the three development plans discussed at an earlier meeting.

H. NEXT MEETING: The next South Bay Interchange meeting has been scheduled for May 5th and will primarily address traffic issues.

RESUME OF THE MAY 5, 1993 MEETING OF THE
SOUTH BAY INTERCHANGE TRAFFIC COMMITTEE

The meeting was held at 4:00 PM for approximately ninety minutes in Conference Room Two at One South Station. In attendance were William Moy and Davis Woo of the Chinatown Neighborhood Council; David Kantrowitz, Joseph Park and Arthur Howe of the Ellis Neighborhood Association; Terence Janericco of the Bay Village Association; Marianne Abrams of the Back Bay Association; Robert Bland of New England Medical Center; Ting Fun-Yeh and Dick Garver of Boston Redevelopment Authority; Carol Blair and Bernie Goon of Boston Transportation Department; Basil Tommy of the Massachusetts Turnpike Authority; Lenny Barbieri of the Massachusetts Bay Transportation Authority; Ted Park of Senate President Bulger's Office; Ann Donner of MOVE Massachusetts 2000; and Curtis Davis, Paul Lee, Terry Fraser-Reid, Sean Denniston, Bob Belknap, John Amodeo, Steve Collins, Michael Williams, William Lindemulder, Neil Levitt, Rich Monahan, Roger Erickson, Virginia Ferriday and Larry O'Brien of the CA/T Project Team.

A. INTRODUCTION: Curtis Davis opened the meeting with an update on some community concerns related to the South Bay Interchange traffic issues:

* He acknowledged receipt of letters to the CA/T Project from various groups in Bay Village with regard to Marginal Road off-ramps which have been most helpful and are being seriously considered.

* With respect to traffic issues related to a Revised Charles River Crossing -- which have been a particular concern of the Back Bay community -- Curtis confirmed that the City and the State were preparing for a Charles River Arterials Study as recommended by the Bridge Design Review Committee. This study will address the east-west traffic issues -- e.g. the functional interrelationships among Storrow and Memorial Drives and the Massachusetts Turnpike extension -- which were referenced in the BDRC deliberations but not comprehensively addressed as part of a balanced transportation system. Also to be addressed are related land use and traffic management issues in the area of the Charles River arterials.

It was suggested that once the parameters of this study are better defined, the SBITF can be briefed on its scope and initial findings as they relate to continuing discussion of Marginal Road and related traffic issues.

B. UPDATE ON MARGINAL ROAD TRAFFIC ALTERNATIVES: Curtis Davis then reported that in some respects the Marginal Road analysis has come full circle based on negative findings regarding certain promising options previously under consideration. At present the following changes to the Proposed Action appear to be advisable and will be reflected in future project planning and design:

* Elimination of Ramp M.
* Assignment of Ramp DD to Harrison Ave. via a forced left turn.
* Widening of Herald Street.

The option of exploring a two-way Shawmut Avenue connection with Herald Street -- which had been proposed by Ting Fun-Yeh at the last meeting -- is also being explored and appears to have some promise.

Bob Belknap then reviewed the current status of the available alternatives within this more limited universe of options -- including the addition or deletion of a Berkeley Street off-ramp.

C. RELATED DISCUSSION: In the discussion which ensued, the following were among significant observations and conclusions:

* Based on a more detailed discussion of the implications of the resulting Chinatown traffic patterns on the traffic patterns in surrounding communities including the South End, Bay Village and Back Bay, it was acknowledged that more analysis of traffic origins and destinations can be done and that in some cases more specific attention might have to be paid to mitigation of identified adverse local traffic impacts.

* Curtis Davis reminded the group that some solutions to such local traffic problems may lie outside of the scope of the CA/T Project; and that while such solutions should be vigorously pursued in a regional planning context, related jurisdictional distinctions must be kept in mind throughout the planning process.

* In response to a question from Dick Garver, Curtis noted that no explicit provision has been made in the proposed CA/T Project work on Washington Street for replacement transit service. Such provision will be made once the mode of such replacement service has been agreed upon among the MBTA, the City of Boston and affected communities -- which is expected within the next few months.

* On a somewhat related matter, it is expected that some more definitive evaluation of the two-way Shawmut Street alternative should be completed within the next few weeks.

* It was suggested that all of the available alternatives have the effect of diverting traffic into Bay Village -- and that this remains a matter of some concern to both neighborhood interests and to the CA/T Project staff.

* It was suggested that continuing Back Bay concerns regarding eastbound access to Logan Airport remain on the agenda but can probably only be effectively addressed within the context of the Area Arterials Study and based on data from the MTA HOV studies.

* Carol Blair of BTD requested that CA/T Project staff consult with BTD on the traffic impacts of a widened Herald Street and related local traffic issues.

* The following community meetings are scheduled to update some of the affected neighborhoods on the status of Marginal Road off-ramp and related traffic planning:

  ** Two meeting in Chinatown -- one with the Marginal Road Ad-Hoc Committee and one with the Chinatown Neighborhood Council on May 17th.

  ** A South End community meeting on June 15th.

  ** Follow-up meetings with involved City agencies.

D. **COMPLIMENTS FOR THE PROCESS:** In conclusion, Davis Woo complimented the CA/T Project staff on the manner in which they have been conducting the on-going Marginal Road off-ramp planning and analysis process -- notwithstanding the fact that in some respects "we have come full circle" in the words of Curtis Davis.

E. **NEXT MEETING:** The next meeting is scheduled for Wednesday, June 2nd at One South Station.

RESUME OF THE JUNE 2, 1993 MEETING
OF THE SOUTH BAY INTERCHANGE TASK FORCE

The meeting was held at 4:00 PM for approximately ninety minutes in Conference Room One at One South Station. In attendance were William Moy and Davis Woo of the Chinatown Neighborhood Council; Joseph Park of Ellis Neighborhood Association; Terence Janericco of the Bay Village Association; Thomas Maistros of the Boston Redevelopment Authority; Carol Blair of the Boston Transportation Department; Tom Lisco and Bill Kuttner of Central Transportation Planning Staff; Basil Tommy of Massachusetts Turnpike Authority; Ann Donner and Bob O'Brien of MOVE Massachusetts 2000; Michael Tyrell of the Rolling Bridge Initiative; Betsy Tong of the Boston Globe; and Curtis Davis, Nancy Stack, Paul Lee, Terry Fraser-Reid, Sean Denniston, Bob Belknap, John Amodeo, John Hale, George Joe, William Lindemulder, Bill Tuttle, Dave Elvin, Neil Levitt, Rich Monahan, Roger Erickson, and Virginia Ferriday of the CA/T Project Team.

A. INTRODUCTION: Curtis Davis opened the meeting with an update on some process issues related to matters before the South Bay Interchange Forum:

* He noted with respect to various critical issues related to the South Bay Interchange but outside of the purview of the CA/T Project -- e.g. the BDRC Area Arterials Study and MTA analysis of the feasibility of a Bowker overpass -- CA/T Project staff appreciates the relevance of such issues to various SBI matters which are within its project scope. These matters clearly have to be addressed and resolved with some degree of inter-agency coordination; but in some cases, there is no obvious mechanism by which that coordination can be achieved. Curtis indicated that in such cases, the CA/T Project staff will work with all concerned to organize and support such collaborative efforts as may be necessary and appropriate to bring timely and coordinated closure on such important issues.

* He also reported on the organization of a larger planning effort elsewhere along the project right-of-way -- in part based on the model of the SBITF experiment. The SBIF will be one of five such groups which will focus on various sectors of the CA/T Project right-of way. The other four areas and groups are:

** The **Revised Charles River Crossing** area which will be generally coordinated through the Bridge Design Review Committee.

** The **BRA Joint Development Working Group** which was recently reconvened for the CA/T Project central area from Kneeland to Causeway Street. This group is the successor to the BRA/MHD Joint Development Planning Committee that participated in

the preparation of the BRA Boston 2000 development plan and related zoning for the CA/T Project corridor in 1991; and it will now address the full range of planning, construction and development issues for this sector.

** The **South Boston** area which is primarily affected by the ongoing Third Harbor Tunnel construction. This area is principally represented by a consortium of local property owners including MASSPORT and the World Trade Center.

** The **East Boston** neighborhood which is impacted by the THT construction and related mitigation and joint development plans -- including a new Bremen Street park and an improved East Boston Stadium. This area is represented through a community-based planning effort which includes all of the local neighborhood organizations.

These are in addition to the ongoing CANA joint development effort which is now addressing design issues related to a City Square Park and should provide a model for other such efforts elsewhere along the artery right-of-way.

It is expected that within each of these areas, there will also be smaller working groups which will focus attention on more localized issues -- e.g. Dewey Square. These smaller working groups will interface on CA/T Project planning issues with the larger area group which is also projected to serve a clearinghouse function. It is further expected that these larger area forums will work in collaboration with other issues-oriented planning groups -- e.g. the Pedestrian Issues Forum sponsored by Walk Boston and MOVE Massachusetts 2000 -- which are addressing related urban design and matters.

It was finally noted with respect to the South Bay Interchange Forum that it actually includes two interchanges -- i.e. one at South Bay and one at South Cove. To date most of the attention of the Forum has been focused on traffic and development issues in and around the South Cove area -- where planning and construction issues and contracts are much further along. But is expected that it will increasingly encompass issues related to South Bay as well -- e.g. the area of the Massachusetts Avenue connector and the surrounding institutional community in and around Albany Street -- where the community participation process is beginning to be extended beyond the institutional sector.

B. **STATUS REVIEW OF MARGINAL ROAD TRAFFIC OPTIONS:** Bob Belknap then reported that the current state of the limited Marginal Road traffic options -- essentially as described in the SBITF meeting of May 5th -- had been presented to a community meeting in the Chinatown neighborhood. As expected, there was disappointment that some of the earlier options which appeared to have such

promise -- e.g. the Herald Boulevard strategies -- had failed the test of feasibility. However, there did seem to be satisfaction within the Chinatown community that such options have been developed and evaluated in a systematic and equitable fashion.

There were also some additional concerns expressed at that meeting, however, with regard to the future role of Washington street as a corridor to the downtown -- and what impact such a thoroughfare would have on both vehicle and pedestrian circulation within the neighborhood. It was noted that these matters involved regional traffic planning considerations within the purview of BTD; but that they would be cooperatively evaluated in that context.

Bob then distributed exhibits which illustrated the three traffic options currently remaining on the table:

* **Alternative 34-F** which diverts Ramp DD to Harrison Avenue and Herald Street for the block between Harrison and Washington before it can return to Marginal Road.

* **Alternative 34 H** which is the same as above with the addition of a Berkeley Street westbound off-ramp.

* **Alternative 34 S** which has a two-way Herald Street all the way to Shawmut Avenue in order to avoid regional traffic on Marginal between Washington and Shawmut -- the area of the Quincy School. This option includes a Berkeley Street turnpike off ramp -- and cannot work without it.

Of these three options, the first appears to be the preferred option for three principal reasons:

* It works based on traffic analysis to date.
* It involves the fewest changes from the Proposed Action.
* Its implementation falls entirely within the CA/T Project jurisdiction -- e.g. it does not require MTA involvement.

C. <u>RELATED DISCUSSION</u>: In the discussion which followed, it was noted that:

* It would be possible to evolve 34-F into one or both of the other options over time based on the progress of related MTA project planning and review processes involving the Berkeley Street off-ramp.

* It is not likely that such a retrofit would involve any air quality or environmental issues in addition to those that would have to be addressed for the proposed Berkeley Street off-ramp project.

* Probably 50% of the Ramp DD traffic would be using of some portion of Marginal Road, although its ultimate destination may well be outside of Chinatown -- e.g. Back Bay or elsewhere downtown.

* There might be various traffic mitigation measures in all of these areas that are possible but have yet to be developed -- e.g. reversing traffic direction or creating a cul-de-sac on Cortez Street. Once a definitive option is defined, further attention can be paid to development and evaluation of a specific series of such mitigation programs.

* Some intersection levels of service (LOS) were inadvertently not shown on the exhibits for some of the options presented -- but they have been calculated and will be shown on updated exhibits.

* More detailed information on intersection function will also emerge from the ongoing MTA study of several area intersections including but not limited to those shown on the exhibits.

* A question was raised regarding whether it was advisable or appropriate to include among the options for evaluation the routing of Ramp DD traffic directly onto Marginal Road -- at least in the interest of providing a full range of options for comparative purposes. The reaction of Chinatown community representatives was quite negative to this suggestion on the grounds that this option had already been rejected by the community due to its adverse impacts on significant community resources and institutions including Quincy School, the Chinese Church, Tai Tung Village and Mass. Pike Towers. It was strongly suggested that reintroduction of that option now, for whatever reason, would be alarming to the neighborhood and otherwise counterproductive at this stage in the process.

D. <u>UPDATE ON DEVELOPMENT ISSUES:</u> Virginia Ferriday and Rich Monahan then briefed the group on the status of development planning for the area of the Tai Tung Extension Parcels:

* With respect to the possibility of shifting the alignment of Ramps M & Q to create a larger development parcel, Rich reported that extensive analysis has revealed that this was not a feasible alternative. Among other considerations at this advanced stage of final design:

  ** The location of the NESI utility corridor.
  ** The location of an existing pumping station.
  ** Radius problems and related safety issues.
  ** Structural issues involving an increased span requirement at Ramp DD.

* With regard to the resulting development options, Virginia noted the need to accommodate a significant existing utility corridor on Hudson Street -- which would require air-rights construction in certain areas -- and then outlined four basic approaches as illustrated on wall exhibits:

1. A base case which includes surface parking along Hudson Street and the installation of various active recreational facilities like volley ball courts -- although it was likely that the latter could only have been accommodated based on the ramp alignment which does not now appear feasible.

2. The development of 39 units of single-corridor housing -- 32 units without the ramp realignment -- on air-rights 20' above surface parking which would permit access to the utility corridor.

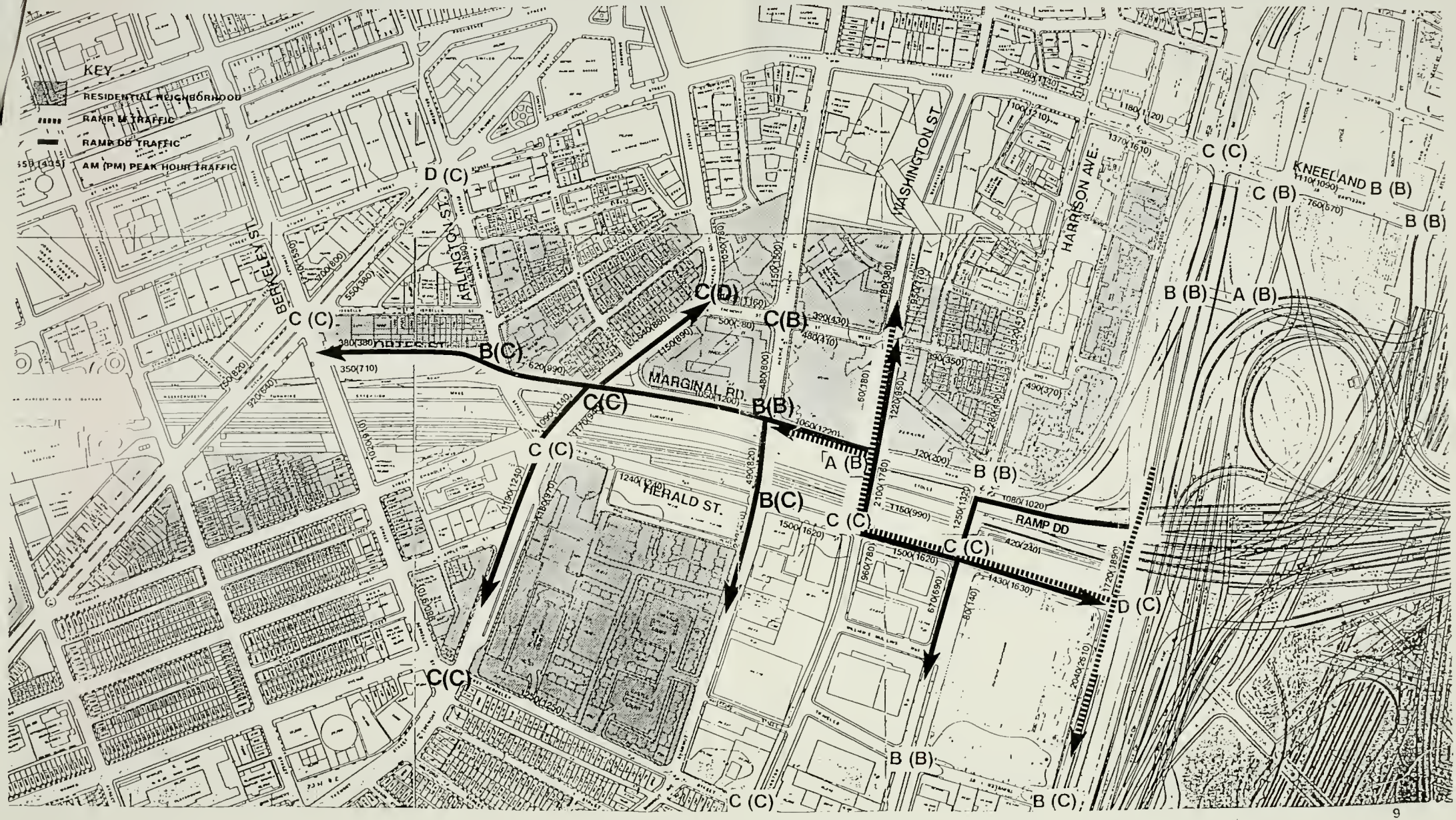
3. Air-rights development of a parking facility over the turnpike extension with an 125-unit residential tower (25 stories) and green space on the adjacent land. The ramp realignment would have no effect on this option.

4. The Comunitas proposal for a linear park along Hudson Street which would ultimately link planned greenspace in the CA/T Project central area with the existing Southwest Corridor Park via related turnpike air-rights development of parking, buildings and open space.

It was noted that the latter two options would require substantial involvement by the MTA and that many features of all plans would also require significant public and private investment from sources yet to be fully identified.

In the discussion which followed it was suggested that investment and other issues for option 3 might be somewhat ameliorated if, for example, the proposed height and size of development were reduced and if new resident parking were included as part of the proposed structures and if replacement parking for Tai Tung Village were provided beneath the proposed open space parcels. This latter might permit the use of some FHWA funds based on the need to replace lost Tai Tung Village parking as a CA/T Project mitigation measure.

E. NEXT MEETING: It was agreed that the next SBIF meeting would not be held until near the end of July or early August when it is expected that the MTA report on the turnpike development options may be completed -- providing valuable information on both traffic and development planning issues.



ALTERNATIVE 34F
2010 VOLUMES
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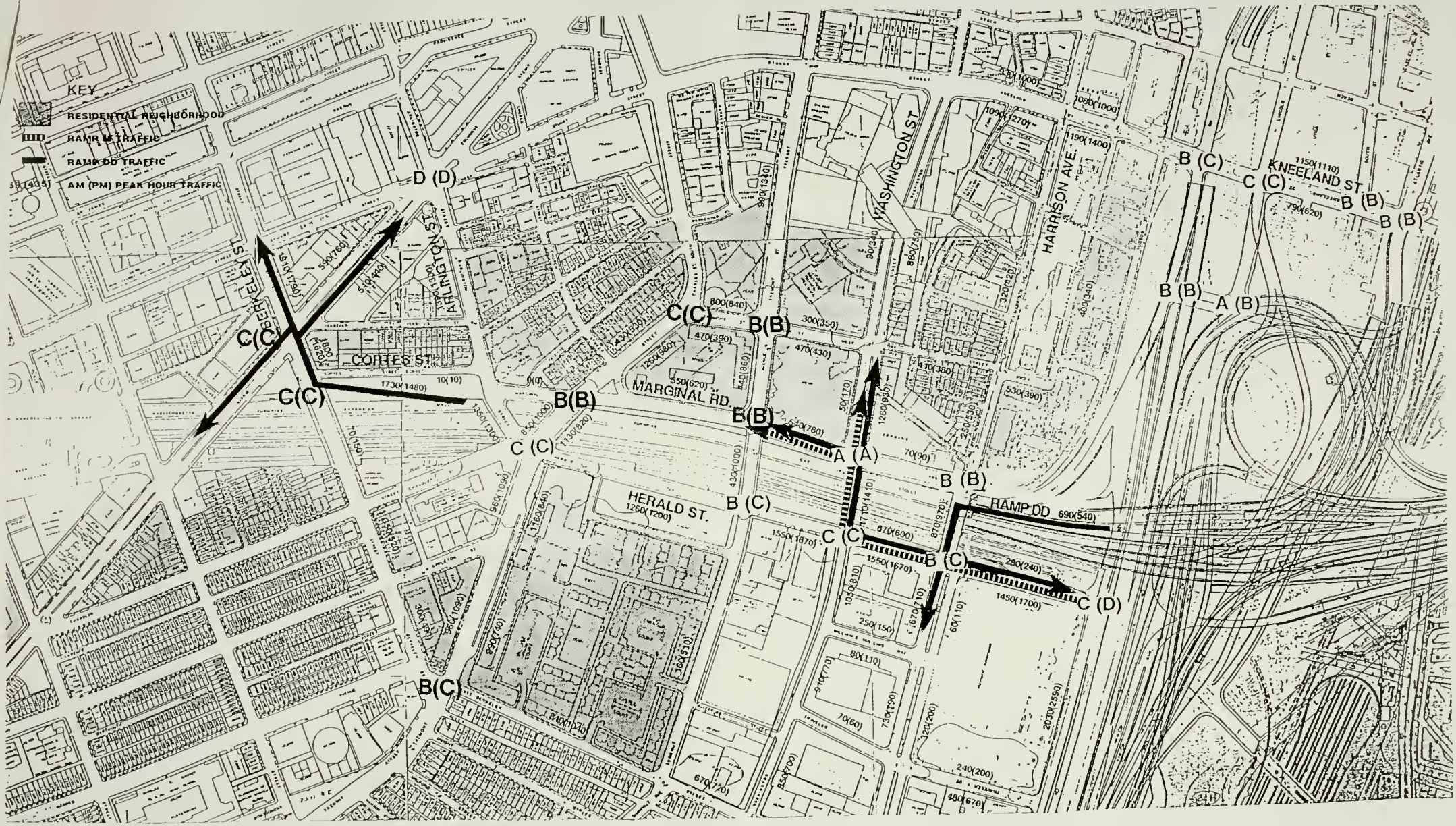
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ALTERNATIVE 34H
2010 VOLUMES
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MARGINAL RD.
HERALD ST.
KNEELAND ST.
HARRISON AVE.
WASHINGTON ST.
ARLINGTON ST.
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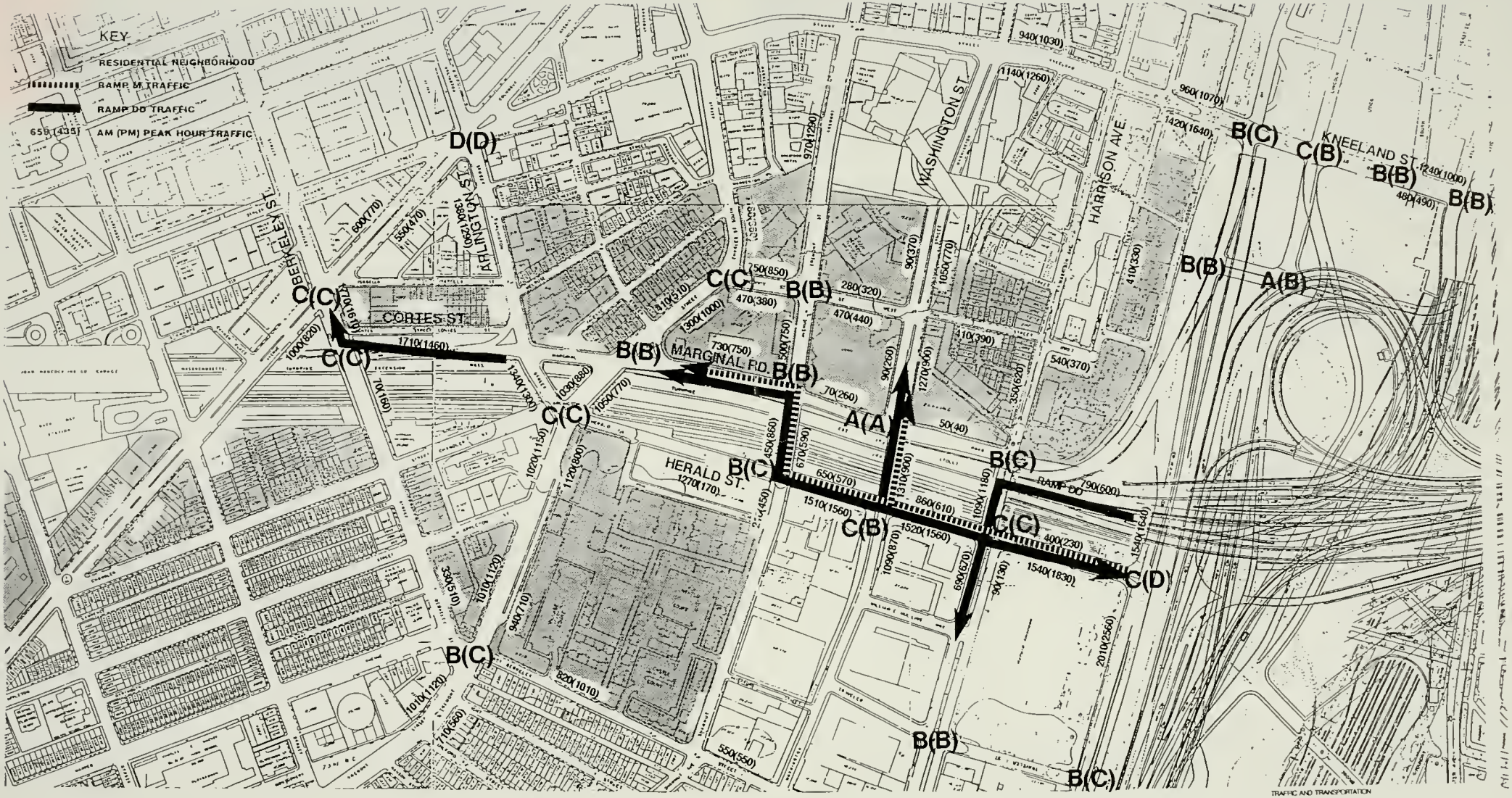

ALTERNATIVE 34S

2010 VOLUMES

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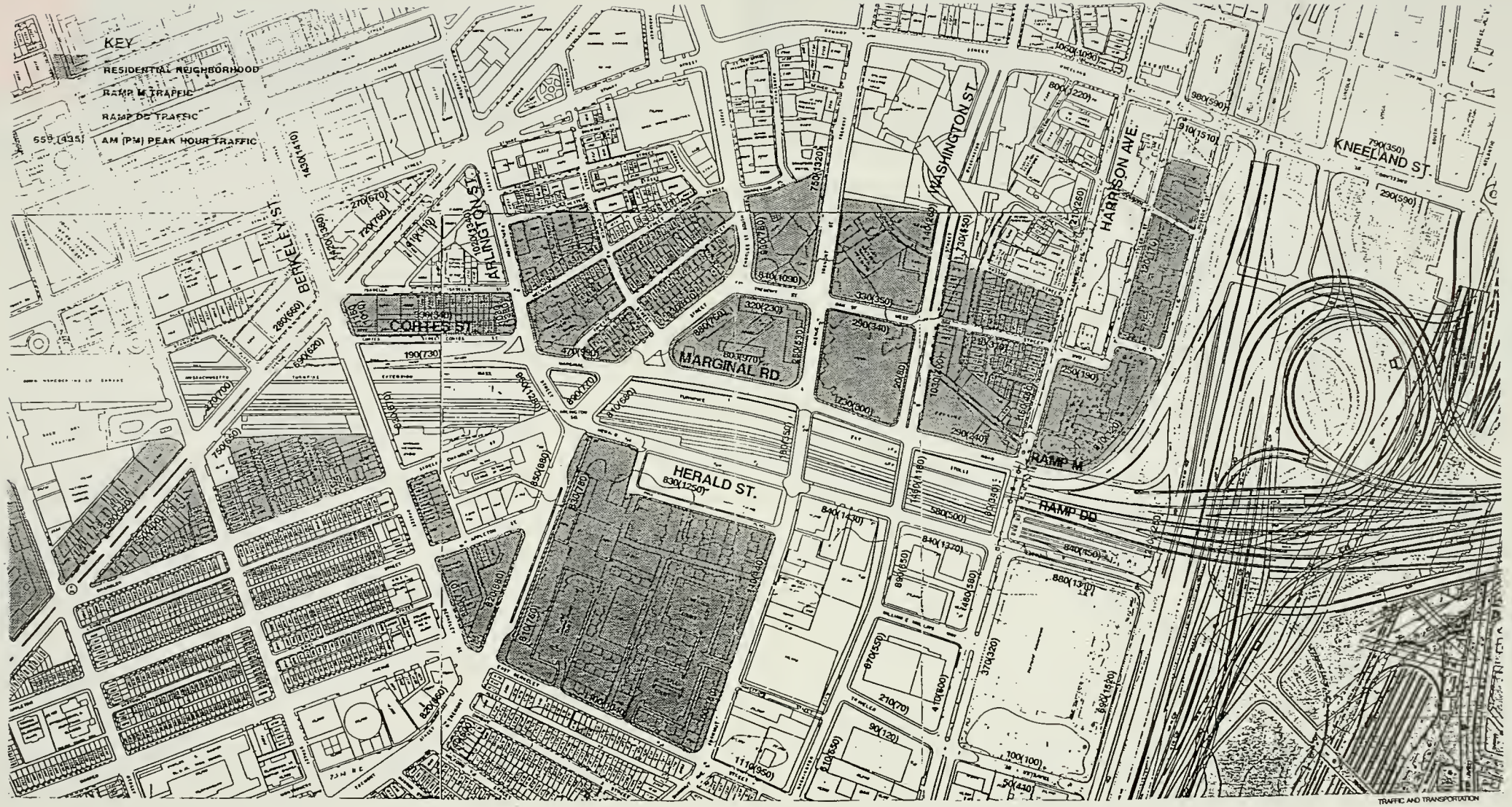

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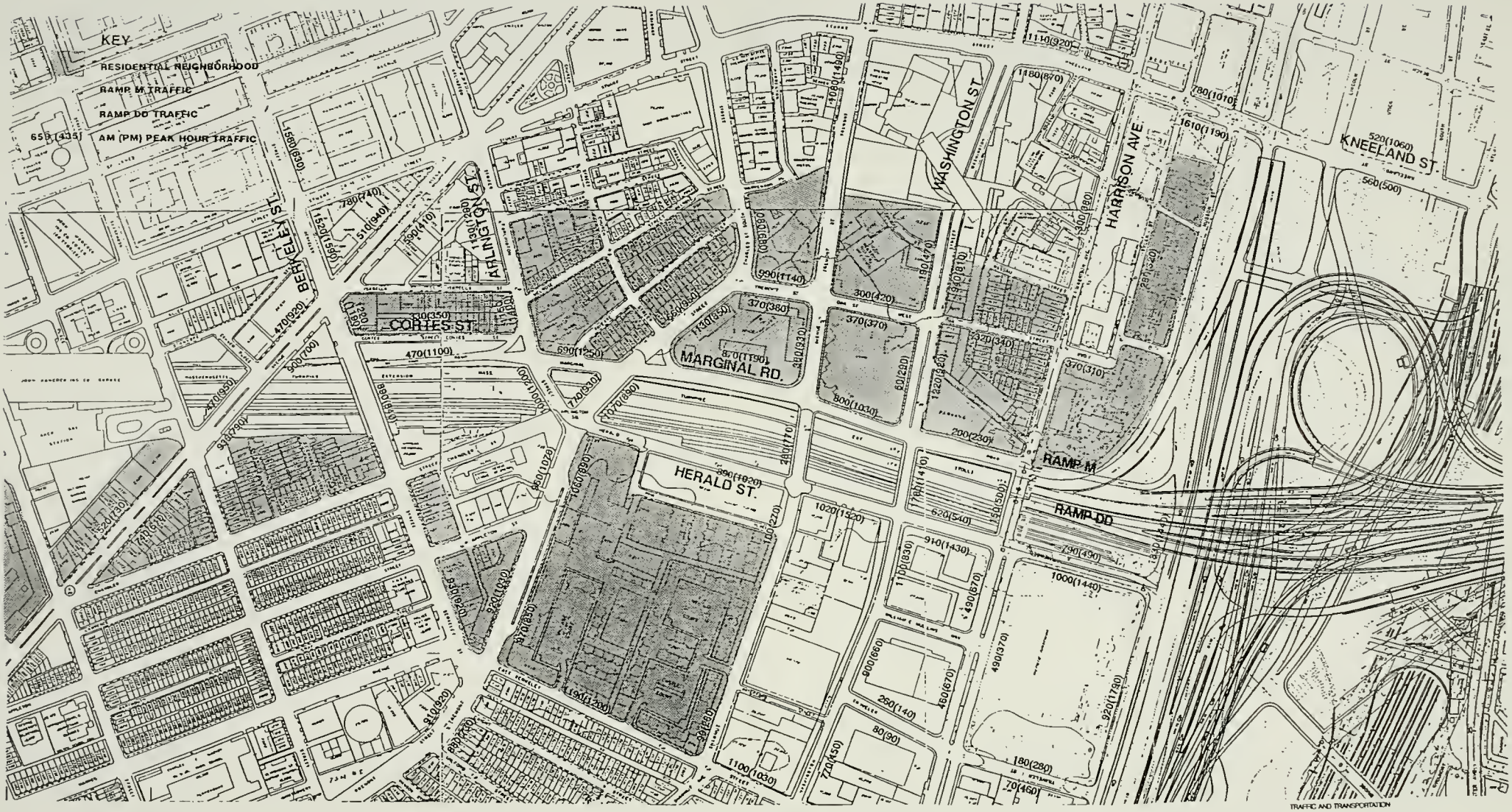

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